

II. Recommendations

A Comprehensive Transportation Plan (CTP) is developed to ensure that the progressively developed transportation system will meet the needs of the region for the planning period. The CTP serves as an official guide to providing a well-coordinated, efficient, and economical transportation system for the future of the region. This document should be utilized by the local officials to ensure that planned transportation facilities reflect the needs of the public, while minimizing the disruption to local residents, businesses and the environment.

The High Point MPO is required by federal law to develop a Long Range Transportation Plan (LRTP). The High Point MPO LRTP is the fiscally constrained portion of the High Point MPO CTP.

This report documents the development of the High Point MPO CTP as shown in Figure 1. This chapter presents recommendations for each mode of transportation in the MPO.

Implementation

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the Comprehensive Transportation Plan should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the MPO and its member jurisdictions. As transportation needs throughout the State exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to NCDOT. Refer to Appendix A for contact information on funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local government coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and the North Carolina Department of Transportation share the responsibility for access management and the planning, design and construction of the recommended projects.

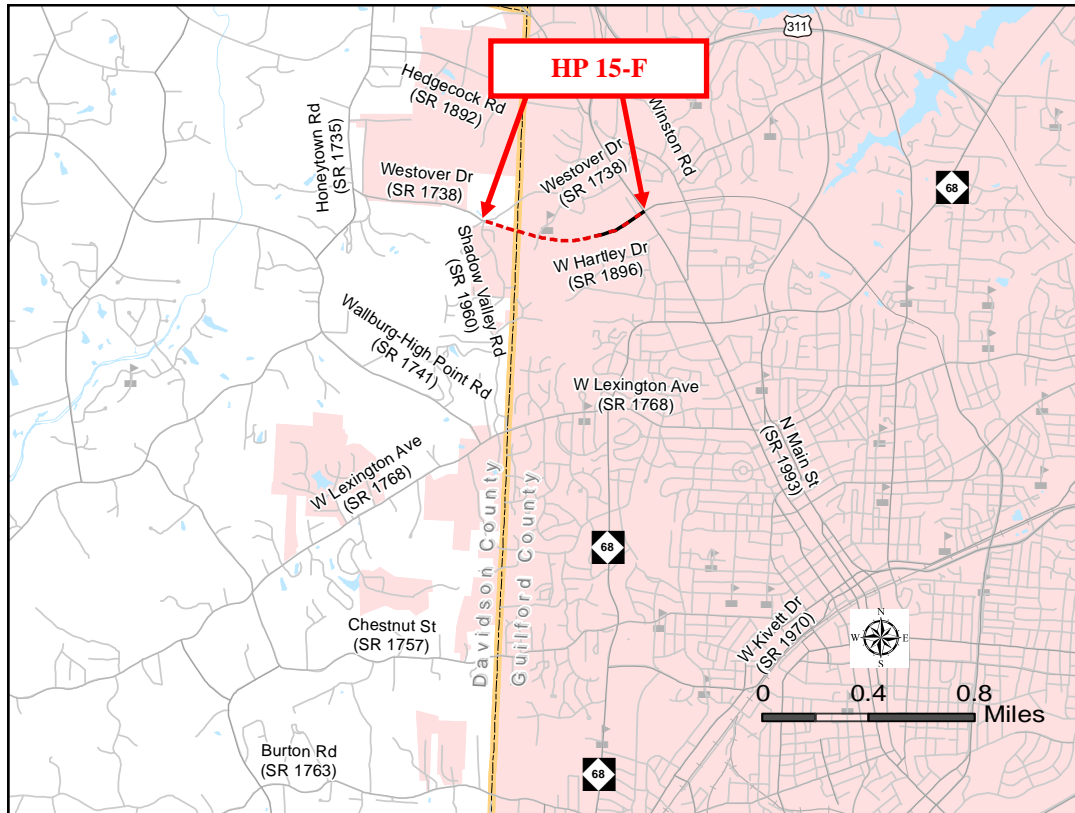
Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

Problem Statements

The following pages contain problem statements for each recommendation, organized by CTP modal element.

**Hartley Drive (SR 1896) Extension
from N Main Street (SR 1993) to Shallow Valley Rd (SR1960)**

**Local ID: HP 15-F
Last Updated: 6/3/2011**



Identified Problem

Westover Drive (SR 1738) from N. Main Street (SR 1993) to Shadow Valley Drive (SR1960) is projected to be over capacity by 2035. The primary purpose of this project is to relieve congestion on the existing facility such that a minimum of Level of Service (LOS) D can be achieved.

Justification of Need

Westover Drive (SR 1738) is a two-lane facility with 12 foot lanes and serves businesses and residential developments. Improvements are needed to relieve congestion on Westover Drive (SR 1738) from N. Main Street (SR 1993) to Shadow Valley Drive (SR1960). Traffic is projected to increase from 10,600 vehicles per day (vpd) in 2009 to 15,000 vpd in 2035, compared to a capacity of 14,600 vpd.

Community Vision and Problem History

Hartley Drive (SR 1896) east of N Main Street (SR 1993) is a four-lane divided facility. Hartley Drive (SR 1896) west of N Main Street (SR 1993) is a two-lane facility with 12 foot lanes and serves businesses and residential developments. Hartley Drive (SR 1896) extends approximately 0.35 miles west of N Main Street (SR 1993) and dead ends.

The existing street network poorly connects High Point's Main Street with agricultural and residential areas in eastern Davidson County. The Hartley Drive Extension was developed due to safety and congestion concerns on Westover Drive (SR 1738). Over the past 7 to 10 years residential development on the west side of High Point as well as eastern Davidson County has increased. Land use around Westover Drive (SR 1738) and Hartley Drive (SR 1896) are primarily low to medium density residential, institutional and commercial. This has increased congestion on the east-west facilities into and out of High Point. Those facilities include Westover Drive (SR 1738), Lexington Avenue (SR 1486), Hedgecock Road (SR 1892) and Burton Avenue. Currently Westover Drive (SR 1738) handles the majority of the traffic accessing N Main Street (SR 1993). Hartley Drive Extension would give residents in western High Point and eastern Davidson County an alternate route from Westover Drive (SR 1738) to N Main Street (SR 1993).

Additionally, an intersection crash analysis for the intersection of Westover Drive (SR 1738) and N Main Street (SR 1993) from 2003 to 2007 cites 36 crashes with an average severity of 4.33. Over 80% of the total crashes involved turning or rear end type crashes. More details about the crash analysis can be viewed at the following website:

http://www.highpointnc.gov/transit/docs/Safety_Study/MainA/Main_St_Westover_Dr.pdf

CTP Project Proposal

Project Description and Overview

The proposed project (Local ID: HP 15-F) is to widen the existing Hartley Drive (SR 1896) to a four-lane boulevard and to construct a four-lane boulevard on new location, extending Hartley Drive (SR 1896) from N Main Street (SR 1993) to Shadow Valley Road (SR 1960). Additionally, this project includes pedestrian facilities.

The CTP project proposal for Hartley Drive (SR 1896) Extension would provide an alternate route to access the area, improve safety, increase mobility and also provide connectivity.

Natural & Human Environmental Context

A planning level environmental analysis was conducted to assess the potential environmental impacts of the roadway projects recommended for inclusion in the 2035 High Point Urban Area LRTP. Based on the project and environmental features mapping using available GIS data, the proposed facility may potentially impact targeted local watershed areas.

The proposed facility is located in Davidson and Guilford Counties and was not identified as regionally significant in the 2035 High Point Urban Area LRTP. Guilford County is non-attainment for Particulate Matter 2.5 (PM2.5) pollutants and has been redesignated to attainment for ozone. Davidson County is non-attainment for Particulate Matter 2.5 (PM2.5). An air quality conformity determination for the LRTP was completed in March 2009 and includes analysis for Particulate Matter 2.5 (PM2.5) and ozone.

Relationship to Land Use Plans

The 2009 City of High Point Land Use Plan Map designates the area to be low to medium density residential and institutional uses. Land use patterns in the vicinity of the Hartley Drive Extension include commercial usage along N Main Street (SR 1993), the YMCA, and a mixture of low, moderate and high density residential to the west. Land use around Westover Drive (SR 1738) and Hartley Drive (SR 1896) are primarily low to medium density residential, institutional and commercial. Around Westover Drive there are several vacant parcels available. They are zoned as low to moderate density residential.

Linkages to Other Plans and Proposed Project History

In the CTP, this facility continues to extend west and cross the proposed West-side Thoroughfare with a proposed interchange. The Hartley Drive Extension has been included in previous thoroughfare plans, now the CTP for many years. It was first placed on the thoroughfare plan in the 1960's. More details about the project can be viewed at the following website:

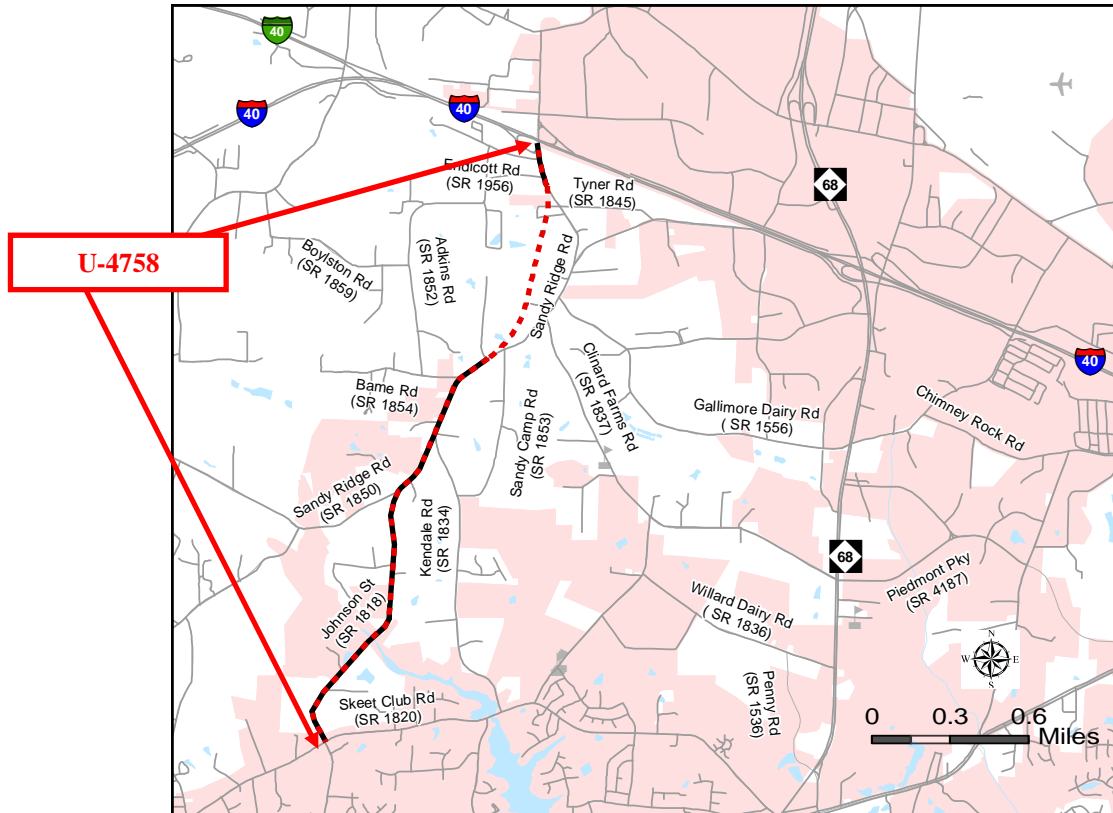
http://www.highpointnc.gov/transit/hartley_drive_extension.cfm

Multi-modal Considerations

The High Point Urban Area CTP includes recommendations for public transportation, bicycle and pedestrian facilities around the High Point Urban Area. There are recommended improvements for sidewalks on the Hartley Drive extension project.

Public/ Stakeholder Involvement

The High Point Urban Area CTP and 2035 LRTP were released for public review in 2010 and 2008 respectively. No comments were received relating directly to the project.



Identified Problem

Johnson Street (SR 1818) / Sandy Ridge Road (SR 1850) from Skeet Club Road (SR 1820) to I- 40 is projected to be over capacity by 2035. The primary purpose of this project is to relieve congestion on the existing facility such that a minimum of Level of Service (LOS) D can be achieved.

Justification of Need

Johnson Street (SR 1818) / Sandy Ridge Road (SR 1850) is a minor north-south corridor in High Point, connecting I-40 the City of High Point and Greensboro urban areas.

Johnson Street (SR 1818) from Skeet Club Road (SR 1820) to Sandy Ridge Road (SR 1850) is currently a 2-lane facility with 11 foot lanes. Sandy Ridge Road (SR 1850) from Johnson Street (SR 1818) to Sandy Camp Road (SR 1853) is currently a 2-lane facility with 9 foot lanes, from Sandy Camp Road (SR 1853) to Endicott Road (SR 1956) is currently a 2-lane facility a 10 foot lanes, and from Endicott Road (SR 1956) to I-40 is a 3-lane facility with 12 foot lanes. By 2035 the facility is projected to be near or over capacity based on providing a LOS D. Along this

corridor, traffic is projected to increase from 10,500 vehicles per day (vpd) in 2009 to 29,000 vpd in 2035, compared to a capacity of 15,300 vpd.

Community Vision and Problem History

Due to Johnson Street (SR 1818) /Sandy Ridge Road's (SR 1850) central location in the Triad area and the fact that it is a north-south connection along with NC 68 into the airport area from High Point, development along this corridor is expected to increase.

Residents who live in and around the High Point area use this facility to access jobs and other amenities in the airport area. Development is expected to continue to increase in the future because of the areas proximity to Piedmont Triad International Airport (PTIA). The Sandy Ridge Road (SR 1850) / Interstate 40 interchange is heavily traveled by commuters and heavy truck traffic that use the facility to access the many commercial areas along the corridor. This creates congestion problems throughout the corridor, which will increase as development occurs.

CTP Project Proposal

Project Description and Overview

The proposed project (Local ID: U-4758) is to widen Johnson Street (SR 1818) / Sandy Ridge Road (SR 1850) from a 2-3 lane minor thoroughfare to a 4-lane boulevard from Skeet Club Road (SR 1820) to I-40. A portion of this facility is recommended to be on new location from Sandy Camp Road (SR 1853) to Endicott Road (SR1956). Bicycle and pedestrian accommodations are also recommended as part of this project.

The proposed improvements to Johnson Street/ Sandy Ridge Rd will help reduce congestion between High Point and I-40. Proximity to I-40, high truck usage and roadway alignment contributed to the development of the new location portion of this recommendation. The CTP recommendation would provide for a LOS D or better along Johnson Street (SR 1818)/ Sandy Ridge Road (SR 1850) from Skeet Club Rd to I-40.

Natural & Human Environmental Context

A planning level environmental analysis was conducted to assess the potential environmental impacts of the roadway projects recommended for inclusion in the 2035 High Point Urban Area LRTP. Based on the project and environmental features mapping using available GIS data, the proposed facility may potentially impact targeted local watershed areas.

The proposed facility is located in Guilford County and was not identified as regionally significant in the 2035 High Point Urban Area LRTP. Guilford County is non-attainment for Particulate Matter 2.5 (PM2.5) pollutants and has been redesignated to attainment for ozone. An air quality conformity determination for the LRTP was completed in March 2009 and includes analysis for Particulate Matter 2.5 (PM2.5) and ozone.

Relationship to Land Use Plans

The 2009 City of High Point Land Use Plan Map designates the area to be low density residential and commercial uses. Johnson Street (SR 1818) and Sandy Ridge Road (SR 1850) are either in the city limits of High Point or within the City of High Point's planning area boundary. There is currently a mixture of agricultural and low density residential uses

throughout the corridor. Areas near I-40 are zoned commercial. High Point's Land Use Plan lists Sandy Ridge Road (SR 1850) / Piedmont Parkway (SR 4187) extension area as a Focal Area. This area contains 277 acres and is located on the east side of Sandy Ridge Road (SR 1850) in the vicinity of Kendale Road (SR 1834), Sandy Camp Road (SR 1853) and Johnson Street (SR 1818). The main idea of a Focal Area is to create an area with a mix of uses (retail, offices, services and residential) integrated together into a cohesive unified development.

Linkages to Other Plans and Proposed Project History

The improvement proposal for Johnson Street/Sandy Ridge Road directly connects to proposed improvements of Skeet Club Road, Interstate 40, and Piedmont Parkway Extension as well as road improvement projects in the Greensboro MPO. Proposed improvements to Johnson Street/Sandy Ridge Road have been identified in the 2009-2015 STIP. In 2002 a feasibility study was completed by the High Point MPO and a consultant is being selected to conduct an environmental study and preliminary engineering. More details about the project can be viewed at the following website:

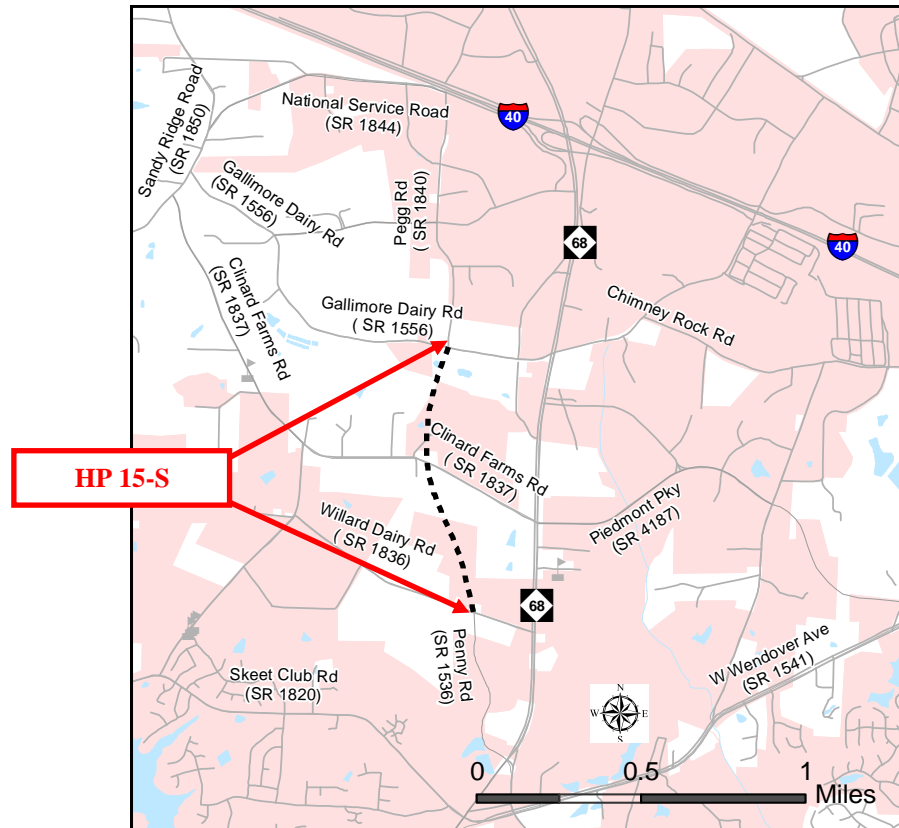
http://www.highpointnc.gov/transit/johnson_sandy_ridge.cfm

Multi-modal Considerations

The High Point Urban Area CTP includes recommendations for public transportation, bicycle and pedestrian facilities around the High Point Urban Area. The Piedmont Authority for Regional Transportation (PART) operates an existing bus route on Sandy Ridge Road (SR 1850). The proposed project includes improvements for adding bicycle accommodations and sidewalks on Johnson Street/ Sandy Ridge Road.

Public/ Stakeholder Involvement

The High Point Urban Area CTP and 2035 LRTP were released for public review in 2010 and 2008 respectively. Comments were received favoring the proposed improvements on Johnson Street (SR 1818)/ Sandy Ridge Road (SR 1850). Please refer to the chapter 7 of High Point Urban Area 2035 LRTP (page 16-19) document for specific details.



Identified Problem

NC 68 from Gallimore Dairy Road (SR 1556) to Willard Dairy Road (SR 1836) is projected to be near capacity by 2035. The primary purpose of this project is to relieve congestion on NC 68 such that a minimum of Level of Service (LOS) D can be achieved.

Justification of Need

Increased development pressure along the NC 68 corridor north from existing Penny Road (SR 1536) to Gallimore Dairy Road (SR1536) and an increase in residential development in northern High Point has created congestion along NC 68. NC 68 is a four-lane divided facility with 12 foot lanes. By 2035 NC 68 is projected to be near capacity based on providing a LOS D. Along this corridor, traffic is projected to increase from 17,000 vehicles per day (vpd) in 2009 to 26,000 vpd in 2035, compared to a capacity of 30,700 vpd.

Penny Road (SR 1536) is a minor north-south corridor in High Point, connecting the City of High Point with Gallimore Dairy area. Penny Road (SR 1536) is currently a 5-lane facility with 12 foot lanes from NC 68 to Willow Dairy Road (SR 1836). Pegg Road (SR 1840) from Gallimore Dairy Road (SR 1556) to National Service Road (SR 1840) is two-lane facility with 12 foot lanes. Pegg Road (SR 1840) serves industrial areas south of I-40.

CTP Project Proposal

Project Description and Overview

The proposed project (Local ID: HP 15-S) is to construct a multi-lane major thoroughfare with a center turn lane on new location, extending Penny Road (SR 1536) from Willard Dairy Road (SR 1836) to Gallimore Dairy Road (SR 1566). Bicycle accommodations are also recommended as a part of this project.

The proposed project would provide an alternate route to NC 68 and increase mobility throughout the area. Additionally, a major widening of NC 68 may be avoided with the implementation of this project.

Natural & Human Environmental Context

A planning level environmental analysis was conducted to assess the potential environmental impacts of the roadway projects recommended for inclusion in the 2035 High Point Urban Area LRTP. Based on the project and environmental features mapping using available GIS data, the proposed facility may potentially impact targeted local watershed areas.

The proposed facility is located in Guilford County and was not identified as regionally significant in the 2035 High Point Urban Area LRTP. Guilford County is non-attainment for Particulate Matter 2.5 (PM2.5) pollutants and has been redesignated to attainment for ozone. An air quality conformity determination for the LRTP was completed in March 2009 and includes analysis for Particulate Matter 2.5 (PM2.5) and ozone.

Relationship to Land Use Plans

The 2009 City of High Point Land Use Plan Map has the area surrounding the Penny Road Extension generally designated as Restricted Industrial. There are however pockets of office and multifamily residential as well. The restricted Industrial classification accommodates offices, warehouse, research and development, distribution, and light manufacturing or assembly uses on larger sites in unified development. The City of High Point Land Use Plan identifies NC 68 and Clinard Farms Road / Piedmont Parkway area as a Focal Area. This developmental Focal Area will likely evolve into a prominent intersection where there will be demand for a mixture of office, associated commercial /service establishments catering to nearby employees; and high density residential development that would allow for variety of housing types near major employment area.

Linkages to Other Plans and Proposed Project History

The Penny Road extension is an important link to other proposed projects in the High Point MPO CTP and 2035 LRTP. It provides connectivity to local roads. It directly connects to the Piedmont Parkway Extension. According to the 2035 High point LRTP, Piedmont Parkway Extension is scheduled to be widened to a 4-lane boulevard with accommodations for bicycles and pedestrians by the year 2025. The 2011 High Point MPO CTP recommends NC 68 to be upgraded to boulevard standards by implementing of access control measures. The Penny Road Extension would help with relieving the congestion along NC 68 in the future. According to the 2035 High Point LRTP, Skeet Club Road (SR 1820) is scheduled to be widened to a 4-

lane boulevard facility by the year 2015. Penny Road Extension crosses the Piedmont Parkway Extension, and it is just north of the Skeet Club Road widening project.

Multi-modal Considerations

The High Point Urban Area CTP includes recommendations for public transportation, bicycle and pedestrian facilities around the High Point Urban Area. Recommended improvements for adding bicycle accommodations are included on the Penny Road extension project.

Public/ Stakeholder Involvement

The High Point Urban Area CTP and 2035 LRTP were released for public review in 2010 and 2008 respectively. No comments were received relating directly to the project.

US 311/ I-74, TIP No. R-2606

This project is within the 2015 horizon year of the 2035 High Point Urban Area Long Range Transportation Plan. US 311 / I-74 from south of Spencer Road (SR 1929) to US 220 / Future I-73 is currently under construction. For more information about this project, please contact the NCDOT Division 8 Engineer.

Greensboro High Point Road (Jamestown Bypass), TIP No. U-2412A

This project is within the 2015 horizon year of the 2035 High Point Urban Area Long Range Transportation Plan. Jamestown Bypass from US 311 Bypass to Vickery Chapel Rd (SR 4228) proposes constructing a 4-lane divided boulevard. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, refer to the project documentation available by contacting NCDOT Project Development and Environmental Analysis Branch.

More details about the project can be viewed at the following website:

http://www.highpointnc.gov/transit/hmpo/projects/Greensboro-High_Point/greensboro-hp.htm

Greensboro High Point Road (Jamestown Bypass), TIP No. U-2412B

This project is within the 2015 horizon year of the 2035 High Point Urban Area Long Range Transportation Plan. Jamestown Bypass from Vickery Chapel Rd (SR 4228) to Guilford College Rd (SR 1550) proposes constructing a 4-lane divided boulevard. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, refer to the project documentation available by contacting NCDOT Project Development and Environmental Analysis Branch.

More details about the project can be viewed at the following website:

http://www.highpointnc.gov/transit/hmpo/projects/Greensboro-High_Point/greensboro-hp.htm

Old Winston Road, Local ID: HP 15-U

This project is within the 2009 horizon year of the 2035 High Point Urban Area Long Range Transportation Plan. Old Winston Road between N Main St (SR 1993) and Bellview Road is expected to be over capacity by 2035. The primary purpose of improving this facility is to relieve congestion on the existing facility such that a minimum Level of Service “D” can be achieved.

Old Winston Road is a 2-lane minor thoroughfare with 12 foot lanes. It is currently under construction and being widened to a three-lane facility with curb and gutter and sidewalks on both sides. It serves as an additional north-south route and an alternate route for N Main Street (SR 1993). Old Winston Road also provides access to Oak View Road. Old Winston Road has many driveways, both residential and commercial. Improvements to the road will increase driver and pedestrian safety and mobility.

Additionally, an intersection crash analysis for the intersection of Old Winston Road and N Main Street (SR 1993) from 2003 to 2007 cites 41 crashes with an average severity of 2.53. Over 80% of the total crashes involved turning or rear end type crashes. More details about the crash analysis can be viewed at the following website:

http://www.highpointnc.gov/transit/docs/Safety_Study/MainA/Main_St_Old_Winston_Rd.pdf

Skeet Club Road (SR 1820), TIP No. U-3615B

This project is within the 2015 horizon year of the 2035 High Point Urban Area Long Range Transportation Plan. Skeet Club Road (SR1820) from NC 68 to Johnson Street (SR 1818) is currently over capacity. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, refer to the project documentation available by contacting NCDOT Project Development and Environmental Analysis Branch.

More details about the project can be viewed at the following website:

http://www.highpointnc.gov/transit/hpmpo/projects/Skeet_Club/skeetclub.htm

Trinity Road (SR 1004) / Sealy Drive (SR1596), Local ID: HP 15-T

This project is within the 2015 horizon year of the 2035 High Point Urban Area Long Range Transportation Plan. The purpose of the project is to improve connectivity and access between I-85 and NC 62. Sealy Drive (SR 1596) and Trinity Road (SR 1004) end about 800 feet apart at NC 62. The realignment of Trinity Road (SR 1004) at Sealy Drive (SR1596) will eliminate the sharp curve and improve the intersection geometry, while correcting the drainage problem at the intersection of NC 62 and Sealy Drive (SR 1596). This roadway serves an industrial and residential area.